

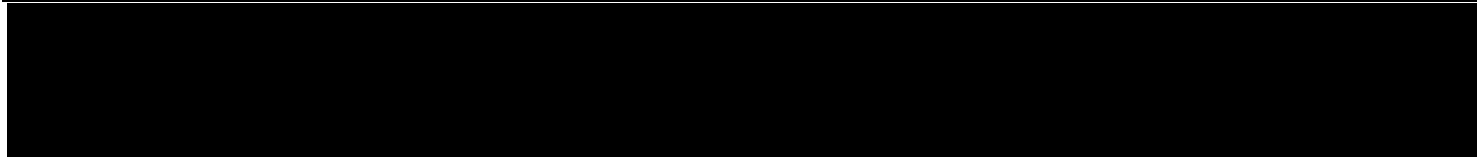
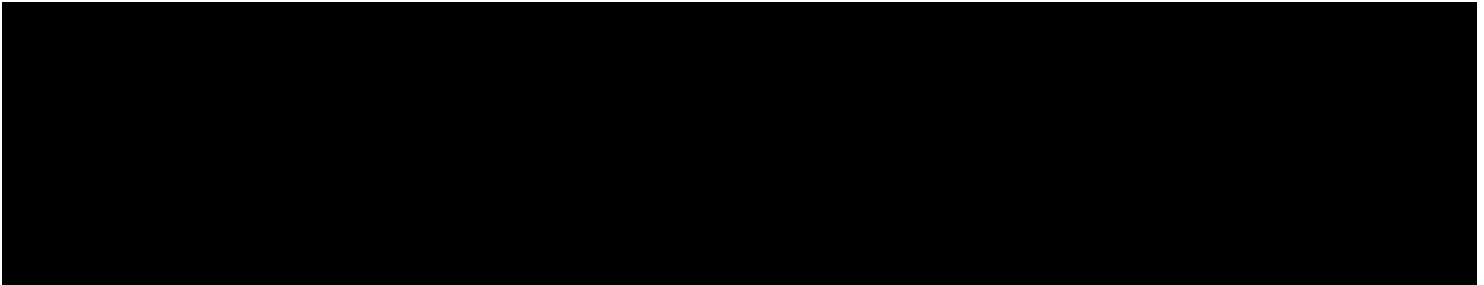
From: David Young [REDACTED]
Sent: 14 August 2021 15:40
To: localplans@charnwood.gov.uk
Subject: Objection to draft Charnwood Local Plan and details HA67 and HA68
Attachments: D&H Young Letter regarding Local Plan.docx

Importance: High

Please find attached an emailed copy of our objections to the draft local plan and specific objection to proposals for HA67 and HA68.

Yours sincerely,

Mr & Mrs DE & HM Young



From.....

Mr & Mrs DE & HM Young



14th August 2021

Dear Sir/Madam,

Proposed Developments in Thrussington – HA67 and HA68

We wish to record our firm objections to the recently published and proposed Charnwood Borough Council Draft Local Plan, which proposes to develop areas HA67 and HA68 in Thrussington permitting the construction of 30 and 60 new houses at these sites. Combined, this represents a potential 37% increase in the number of dwellings in the small village.

Our objections are:

Neighbourhood Plan and Village Character

The April 2018 local neighbourhood plan developed for Thrussington, which we helped develop and supported, sought to protect and enhance the character and identity of the Parish of Thrussington. Given that the Planning Inspectorate in 1992 itself rejected a previous proposal for 34 houses as the there would be “resultant harm to the character and appearance of both village and surrounding countryside would be so serious as to form a compelling reason for resisting this proposal [Ref P/91/0397/2] then it should be evident to all that a new proposal amounting to 90 houses will be similarly damaging to the character of the village.

Traffic

With the proposal for 90 new houses, it is in today’s world not unreasonable to envisage these houses bringing a minimum of 120 more vehicles to the area, and perhaps a figure more realistically towards 250 to 300 given the number of households where each parent and multiple children have their own vehicles.

The roads in and around Thrussington are narrow and already overcrowded, fed in part by the railway level crossings at Brooksby and Rearsby, with railway level crossings being amongst Network Rail’s highest safety-risk areas.

During development of the 2018 Neighbourhood Plan it was evident that there are no readily available solutions for the limited parking, traffic congestion and hazardous junctions as they are today, so the addition of such a large increase of vehicles would merely exacerbate this issue with no evident remedy.

Environment

The proposed development on greenfield sites may introduce unnecessary and unacceptable risk on existing much-needed wildlife corridors (as identified in the Village Neighbourhood Plan). This risk would be reduced if the equivalent housing allocation was identified in brownfield sites within the Charnwood borough.

The risk of additional surface water run-off from the two proposed development areas, subsequently pouring through the village and down into the Wreake is a risk that needn’t exist if the housing allocation was identified in alternative brownfield sites.

Sustainability

There is no bus service in Thrussington, which I note is a requirement of Charnwood’s Sustainability Assessment. Thrussington also fails to meet the defined requirements for the distance to a GP surgery and proximity to a convenience store.

Summary

For the above reasons I believe the draft Charnwood Local Plan proposing developments on the sites of HA67 and HA 68 has been poorly assessed and the proposal carries unacceptable safety, environmental harm and location character risks and so should be amended with the proposals for HA67 and HA68 removed. I wish my objections to be heard at the Public Inquiry.

Yours faithfully,

David and Heather Young

FULL NAME	DUTY TO COOPERATE	LEGALLY COMPLIANT	SOUND	WHICH PART	WHICH PARAGRAPHS
Mr David E. Young	No	No	No	Paragraph, Policy, Table	2.65 2.123 2.124

WHICH POLICY	WHICH POLICY MAP	WHICH DIAGRAM	WHICH TABLE
DS3 DS3(HA67) DS3(HA68)			Appendix A3 ("tbc" entered repeatedly in column headed "Delivery")

WHY PLAN NOT SOUND	MODIFICATIONS
<p data-bbox="489 184 1133 212">Proposed Developments in Thrussington – HA67 and HA68</p> <p data-bbox="124 260 1498 359">I wish to record my firm objections to the recently published and proposed Charnwood Borough Council Draft Local Plan, which proposes to develop areas HA67 and HA68 in Thrussington permitting the construction of 30 and 60 new houses at these sites. Combined, this represents a potential 37% increase in the number of dwellings in the small village.</p> <p data-bbox="712 407 914 434">My objections are:</p> <p data-bbox="575 483 1047 510">Neighbourhood Plan and Village Character</p> <p data-bbox="124 558 1498 768">The April 2018 local neighbourhood plan developed for Thrussington, which we helped develop and supported, sought to protect and enhance the character and identity of the Parish of Thrussington. Given that the Planning Inspectorate in 1992 itself rejected a previous proposal for 34 houses as the there would be “resultant harm to the character and appearance of both village and surrounding countryside would be so serious as to form a compelling reason for resisting this proposal [Ref P/91/0397/2] then it should be evident to all that a new proposal amounting to 90 houses will be similarly damaging to the character of the village.</p> <p data-bbox="777 816 845 844">Traffic</p> <p data-bbox="124 892 1498 991">With the proposal for 90 new houses, it is in today’s world not unreasonable to envisage these houses bringing a minimum of 120 more vehicles to the area, and perhaps a figure more realistically towards 250 to 300 given the number of households where each parent and multiple children have their own vehicles.</p> <p data-bbox="124 1001 1498 1178">The roads in and around Thrussington are narrow and already overcrowded, fed in part by the railway level crossings at Brooksby and Rearsby, with railway level crossings being amongst Network Rail’s highest safety-risk areas. During development of the 2018 Neighbourhood Plan it was evident that there are no readily available solutions for the limited parking, traffic congestion and hazardous junctions as they are today, so the addition of such a large increase of vehicles would merely exacerbate this issue with no evident remedy.</p>	<p data-bbox="1659 184 2442 212">I wish to propose details at a public inquiry and not through this forum.</p>

HEARINGS	HEARING SESSIONS
Yes	<div data-bbox="368 178 658 216"></div> of the location which may be affected by the proposal I believe discussing in person is the better forum.